

Application No: 25/3557/FUL
Application Type: Full Planning
Location: Qc65 First Avenue, Poynton, Stockport, SK12 1ND
Proposal: Change of use of QC65, First Avenue from Use Class B2 (General Industry) to Use Class B8 (Storage and distribution) and alterations to the existing building.

Applicant: Mr Paul Cook, QC Poynton Ltd
Expiry Date: 16 January 2026

Summary

The application is for change of use of an existing B2 (General Industrial) use to B8 (Storage and distribution) within Poynton Industrial Estate. The description has been amended during the course of the application to include retrospective removals of extensions to the main portal frame building, which has also had existing cladding and roof covering replaced. Parking provision is proposed for cars on the northern frontage and loading space along the west facing side. There are no objections from Highways or Nature Conservation. A condition is recommended in relation to noise management, following consultation with Environmental Health.

Summary recommendation

Approve subject to recommendations.

1. REASON FOR REFERRAL

- 1.1. The application relates to a 'Small-Scale Major Development', and under the terms of the Constitution it is required to be determined by the Northern Planning Committee.

2. DESCRIPTION OF SITE AND CONTEXT

- 2.1. The application relates to a site of approximately 1 Ha, within an established industrial estate, to the south of Poynton, within the settlement boundary of Poynton. The application site was previously known as API Laminates Ltd, in industrial use. The site comprises a double portal frame structure with smaller two storey building. There have been extensions around the sides facing towards First Avenue and Second Avenue, which had been demolished at the time of the site visit with the exception of one element on the corner of these two roads.

3. DESCRIPTION OF PROPOSAL

- 3.1. The application is for change of use of an industrial building to storage and distribution use (B8). The application has been amended during the course of the application to include the retrospective removal of extensions to the northern and western sides of the main portal frame structure. The portal frame is also having cladding and roofing materials replaced.

4. RELEVANT PLANNING HISTORY

- 4.1. 25/2614/FUL Retrospective application for the demolition of outbuilding G. Approved with conditions 21-10-2025

- 4.2. 25/0701/PRIOR-11B Prior Approval for the Removal of asbestos cement roof and wall cladding. Demolition of the two-storey office block, loading dock and sprinkler tank enclosure to the west elevation together with a single storey ancillary office block and portal frame extensions and canopies to the north elevation. As shown on demolition plan. Withdrawn 21-03-2025
- 4.3. 17/3123M Removal of condition 5 on application number 17/1548M - Proposed loading dock bay with associated shutter door and the re locating of existing external containers / hopper/ compactors and dust infiltration unit and associated ductwork. Approved with conditions 10-08-2017
- 4.4. 17/1548M Proposed loading dock bay with associated shutter door and the re locating of existing external containers / hopper/ compactors and dust infiltration unit and associated ductwork. Proposed loading dock bay with associated shutter door and the re locating of existing external containers / hopper/ compactors and dust infiltration unit and associated ductwork. Approved with conditions 26-05-2017
- 4.5. 14/4357M- The proposed development is to ultimately result in the installation of an approx. 7.5m tall 400m³ sprinkler system storage tank and pump plant. The storage tank is approx. 8.2m in diameter and will be supported of a piled RC raft foundation. The pump plant is to be housed in a small steel frame structure. The sprinkler tank is to be placed in an existing industrial estate car park within the API boundary – Approved with conditions -11-11-2014.
- 4.6. 14/0361M- Replacement wall cladding, alterations to internal wall and bricking up of existing external access doorway – Approved with conditions – 28-02-2014.
- 4.7. 13/3859M- Application for Lawful Development Certificate for a Proposed Use or Development - Internal Knock Through, Brick up Existing Storeroom Access Doors and Replace Existing Steel Mesh Cladding with Metal Profile Wall Cladding – Negative Certificate – 13-12-2013.
- 4.8. 04/2824P- Replacement ink drum store – Approved with conditions – 29-12-2004. 03/2623P- Two storey portacabin unit adjacent to side of loading bay – Approved with conditions – 05-12-2003.
- 4.9. 00/2645P - Building enclosure to 2 oxidiser units serving the existing factory, 2 flues each 14m high and compactor unit – Approved with conditions – 25-01-2001.
- 4.10. 00/2646P - Loading/unloading bay extension for covered and secure loading and unloading of raw materials and finished goods – Approved with conditions – 17-01- 2001.
- 4.11. 00/0797P- 17 Car Parking spaces off Second Avenue – Approved with conditions – 02- 06- 2000. 97/2359P- Alterations, extensions and provision of additional parking – Approved with conditions- 24-02-1998.
- 4.12. 61214P- Proposed erection of oil storage tank/bund wall on land used for storage of empty drums. Proposed erection of chimney on land between h & I slater/cabot safety – Approved – 03-01-1990.
- 4.13. 53797P- Extension to laminating factory for new machine, pallet making and associated offices – Approved- 10-08-1988. 21048P- Formation of new vehicular access, provision of new access doors – Approved with conditions – 31-01-1980.

5. NATIONAL PLANNING POLICY

5.1. The National Planning Policy Framework (NPPF) was first published by the Government in March 2012 and has since been through several revisions. It sets out the planning policies for England and how these should be applied in the determination of planning applications and the preparation of development plans. At the heart of the NPPF is a presumption in favour of sustainable development. The NPPF is a material consideration which should be taken into account for the purposes of decision making.

5.2. The NPPF has been updated in December 2024, with further amendments in February 2025.

6. DEVELOPMENT PLAN POLICY

6.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions on planning applications to be made in accordance with the Development Plan unless material considerations indicate otherwise. The Cheshire East Local Plan Strategy (2010 – 2030) was adopted in July 2017. The Site Allocations and Development Policies Documents was adopted in December 2022. The policies of the Development Plan relevant to this application are set out below, including relevant Neighbourhood Plan policies where applicable to the application site.

6.2. Relevant policies of the Cheshire East Local Plan Strategy (CELPS) and Cheshire East Site Allocations and Development Plan Policies Document (SADPD)

CELPS

MP1 Presumption in favour of sustainable development

PG1 Overall Development Strategy

PG2 Settlement hierarchy

PG3 Green Belt

SD1 Sustainable Development in Cheshire East

SD2 Sustainable Development Principles

EG1 Economic Prosperity

EG3 Existing and Allocated Employment Sites

SE1 Design

SE12 Pollution, Land Contamination, and Land Stability

SE13 Flood Risk and Water Management

CO4 Travel Plans and Transport Assessments

Appendix C: Parking standards

SADPD

PG 9 Settlement boundaries

GEN 1 Design principles

GEN 5 Aerodrome safeguarding

ENV 1 Ecological network

ENV 15 New development and existing uses

ENV 16 Surface water management

ENV Protecting Water Resources

HOU 12 Amenity

INF 3 Highway safety and access

6.3. Neighbourhood Plan

The site is within the Adlington Neighbourhood Development Plan (NDP) area. The Adlington NDP is at stage Regulation 7 – neighbourhood area designation, and as such there is no draft plan to have regard to.

7. Relevant supplementary planning documents or guidance

7.1. Supplementary Planning Documents and Guidance do not form part of the Development Plan but may be a material consideration in decision making. The following documents are considered relevant to this application:

7.2. Environmental Protection SPD

8. CONSULTATIONS (External to Planning)

Environmental Protection – No objection subject to conditions / informatives

Lead Local Flood Authority – No comments or objections

Head of Strategic Transport – No objections

Adlington Parish Council – No objection

9. REPRESENTATIONS

9.1. Poynton Town Council – Site is in Adlington parish but borders Poynton. Significant traffic from the industrial estate goes north through the centre of Poynton. Concerns over increased traffic, presumably HGVs. No details of number of journeys. Request for these details to be provided and impact on congestion and air pollution considered. Poynton relief road opened 2023, but no new road signs at junction of First Avenue to direct traffic to Stockport to use Poynton Relief Rd 9A523) and Manchester Airport Eastern Link Rd (A555) rather than travel north through the centre of Poynton.

9.2. One letter of representation has been received objecting to the proposal on the following grounds:

- no objection to change of use
- Noise issues from the existing site previously, addressed through Environmental Health.
- Request for limitations on deliver and dispatches
- Request for hissing style reversing to vehicles rather than beeping horn type.

10. PROCEDURAL MATTERS

10.1. The application has been amended to include retrospective works to alter the building including removal of extensions. Due to time constraints with the holiday period there is at the time of writing the report an ongoing re-consultation period. Any further comments will be provided by update to the committee

11. OFFICER APPRAISAL

Principle of the development

11.1. The application site is within a settlement boundary, in the settlement boundary of Poynton, a Local Service Centre as identified in policy PG2. The change of use from industrial to storage and distribution within an existing industrial estate in the settlement boundary would be acceptable in principle, subject to all other material considerations being acceptable.

Design

- 11.2. New development should respect and enhance the existing architectural design themes, materials and scale within the immediate area and also not to detrimentally impact built heritage assets without clear and convincing justification given to outweigh any defined harm. The most applicable policies for consideration are SD1, SD2, SE1 of the CELPS and GEN 1, of the SADPD, as well as chapter 12 of the NPPF.
- 11.3. The removal of extensions and recladding of the building does not significantly change the overall character of the building which remains as a portal framed industrial style building within an existing industrial estate. There is no change to the height or profile of the main portal framed element. The design is acceptable in this context.

Highways

- 11.4. Policy INF 3 of the CELPS relates to highway safety and access. This includes measures for access to and from the site by pedestrians, cyclists and public transport users, and to meet the needs of people with disabilities, as well as vehicle access. CELPS policy CO 4 requires travel plans to mitigate any impact on the highway network and encourage sustainable travel, for major development likely to generate significant additional journeys.
- 11.5. Carparking requirements for B8 uses under CELPS appendix C differ according to the type of use within B8. For warehouse storage – 1 space per 80m and 1 lorry space per 200sqm and for warehouse distribution 1 per 60 sqm and 1 lorry space per 200sqm. The proposed floor space at 6032 sqm would equate to a requirement of 75 to 100 car spaces and 30 lorry spaces. This compares to a standard for a B2 use (as existing) of 1 space per 30sqm (for the first 235sqm), then 1 per 50 sqm, with no specific requirement for lorry spaces. This would have resulted in a requirement for 148 car parking spaces for the previous floor area of 7258 sqm B2 use.
- 11.6. The site is within an existing industrial complex. The application form indicates an anticipated 87 employees at the site. The proposal includes 59 parking spaces, including accessible and EV spaces. Whilst this is below the standards it is an increase from the previous number of 54 car parking spaces and the Highways officer has made no objections given that it is an existing site. Additional parking has been provided by the removal of extensions and additions to the building. There is space for lorries along the eastern side adjacent to loading bays. Lorry spaces are not marked on the plan and CE Highways Standing advice does not include guidance for HGV vehicle parking space sizes. Government guidance online advises that the maximum length of articulated HGV vehicles is 16.5m (or 18 metres where incorporating a low loader trailer). The alterations to the building along the eastern frontage allows sufficient set back from the highway, allowing for vehicles to be loaded. The Highways officer has advised that lorry parking widths would be up to around 2.75 metres wide which would allow for up to 25 along the eastern facing elevation. Whilst this is less than the CELPS standard for 30 for the proposed floor area, it is considered that it would not be reasonable to refuse on these grounds. There are 6 loading bays proposed which would limit the number of vehicles that can be coming and going from the site as well.
- 11.7. The Highways officer has commented that B2 General Industrial uses would generally generate more trips than a storage and distribution use. More HGV trips would usually be associated with a B8 use but light traffic is likely to be reduced.
- 11.8. The agent has provided information based on the likely change of vehicular trips. Information has been provided based on TRICS data (Trip Rate Information Computer System). Over the day an estimated 121 HGV trips to and from the site are estimated for a B8 use of the proposed floor area. This is estimated as an additional 90 HGV trips when compared to the B2 use for

the site prior to alterations. Spread out across a typical 12hour day this equates to an average increase in HGV movements 7.5 per hour. This has been anticipated by the Highways consultee and no objection is raised.

- 11.9.A travel plan is recommended by condition to encourage use of sustainable travel alternatives and help to mitigate impact of traffic to and from the site, and ensure compliance with policies INF 4 and CO 4 of the local plan.

Amenity and Environmental Protection.

- 11.10. SADPD Policies HOU 12 and HOU 13 between them require that development proposals must not cause unacceptable harm to the amenities of adjoining or nearby occupiers of residential properties, sensitive uses, or future occupiers of the proposed development due to loss of privacy; loss of sunlight and daylight; the overbearing and dominating effect of new buildings; environmental disturbance or pollution; or traffic generation, access and parking. Policy HOU13 provides standards for housing allow light and privacy between buildings, with reference to Table 8.2 in the SADPD. Policy SE1 of the CELPS states that development should ensure an appropriate level of privacy for new and existing residential properties.
- 11.11. Policy ENV15 relates to new development and existing uses. New development must effectively integrate with existing uses and existing uses must not have unreasonable restrictions placed on them as a result of it. A principal consideration in this instance would be possible environmental disturbance.
- 11.12. The site is within an existing industrial estate. The nearest residential properties are just over 100m to the west of the site, separated by other industrial buildings. One representation has been received from a member of the public referencing noise complaints previously relating to a building to the east, between the application site and the closest residential neighbour. The proposed use for storage would be different to industrial use.
- 11.13. The submission does not include details of proposed hours of operation, identification of an end user, nor outline delivery arrangements. Environmental Protection initially requested details of hours of operation be provided. As the occupier has not been identified, these hours may vary depending upon the specific end user. In the absence of details of the nature of future occupiers for the site, rather than hours of operation, it is considered reasonable to require by condition a noise management plan to be agreed and implemented prior to occupation, to consider any potential impact of noise from the site. This is particularly in relation to the loading and unloading and access to and from the site outside of daytime hours.
- 11.14. The application form states that the proposal would not involve the use or storage of Hazardous Substances. The proposals have been assessed by Air Quality and Contaminated Land teams, with no comments or objections received.
- 11.15. The site is within an area identified as a groundwater source protection zone on the adopted policies map. It is not within SPZ1 or SPZ2 which are the most sensitive areas with regard to drinking water supplies.

Nature Conservation

- 11.16. The works are exempt from mandatory biodiversity net gain due to them being below the *de minimis* threshold. Therefore, the deemed net gain condition does not apply and a biodiversity metric is not considered necessary in this instance. There is a reasonable likelihood that protected species including bats would not have been impacted by the retrospective works.

Flood Risk

- 11.17. The site is within Flood Zone 1 where there is a low risk of flooding. The LLFA have reviewed the current proposals and have no comments or objections.

12. PLANNING BALANCE/CONCLUSION

- 12.1. The proposed development, as amended, is deemed to be in accordance with all relevant policies in the development plan subject to conditions including for a noise management plan. There are not considered to be any other material considerations that would carry sufficient weight to refuse the application. Therefore, a recommendation of approval is made, subject to conditions.

13. RECOMMENDATION

Approve subject to conditions

Conditions:

- 1. Development in accordance with approved plans**
- 2. Materials as application**
- 4. Noise management plan to be agreed and implemented prior to first occupation**
- 5. Travel Plan to be submitted**

In the event of any changes being needed to the wording of the Committee's decision (such as to delete, vary or add conditions / informatives / planning obligations or reasons for approval/refusal) prior to the decision being issued, the Head of Planning has delegated authority to do so in consultation with the Chair of the Northern Planning Committee, provided that the changes do not exceed the substantive nature of the Committee's decision.

